









THE HONGKONG HIGH-LEVEL  
TRAMWAYS COMPANY, LIMITED.

The following is the report for presentation to the shareholders, at the seventh ordinary general meeting, to be held at the Hongkong Hotel, on Thursday, 24th December, 1891, at noon:

We beg to lay before the shareholders the annexed statement of accounts of the Company for the year ended 30th November, 1891.

The total receipts for the twelve months amount to \$27,920.90, including transfer fees and profit on the sale of 15 forfeited shares; the working expenses to \$27,133.58; the profit on the year's working to \$787.32.

As stated in last year's report, the cost of one rope, amounting to \$1,401.20, is included in the account of Maintenance and Repairs.

On the 9th December instant we ceased to be the Company's general managers, pending the confirmation of the appointment of new general managers we are discharging their duties.

## CONSULTING COMMITTEE.

In accordance with rule 15 of the Company's Articles of Association, the present members, the Hon. P. Ryrie and Messrs. J. Anderson and C. Ewens, retire, but being eligible, offer themselves for re-election.

## AUDITOR.

The accounts have been audited by Mr. R. Lyall, who also offers himself for re-election.

Hongkong, 17th December, 1891.

STATEMENT OF ACCOUNT FOR THE YEAR ENDED  
30TH NOVEMBER, 1891.

Assets.	
Permanent way, and rolling stock	\$139,653.68
Concessions and deed of grant	4,000.00
Stock in hand at date	2,932.61
Furniture with the Superintendent	161.00
Hongkong and Shanghai Banking Corporation	3,569.74
Cash, in hand	\$1,122.29
With collectors	40.00
Accounts receivable (Outstanding coal bills)	552.29
Suspense—Cost of repairing damages caused by the land slip during the Storm in May, 1889	372.50
	8,374.23
	\$161,266.05

## Liabilities.

Capital—In 1250 shares of \$100 each fully paid-up	\$125,000.00
Loan from the Bank of China, Japan and the Straits, Ltd.	30,000.00
Accounts payable	4,231.10
Profit and loss	2,034.86
	\$161,266.05

## WORKING ACCOUNT.

To Salaries and wages	\$1,059.72
Charges accounts	1,842.20
Police rates	748.09
Coal and stores	3,460.25
Interest	2,618.18
Consulting Committee's and Auditor's fees	850.00
General Manager's commission	1,288.66
Maintenance and repairs	4,279.18
Balance to profit and loss	2,034.86
	\$29,168.44

## By traffic receipts for the year to date

date	\$27,920.90
transfer fees	5.00
profit on 15 forfeited shares sold (in lieu of interest)	142.50
amount carried forward from last year	1,247.54
	\$29,168.44

## E. &amp; O. E.

MACLEWEN, FRICKEL & Co.

I have compared the above Statement with the books & all Vouchers of the Company, and found the same in accordance therewith.

R. LYALL, Auditor.

Hongkong, 15th December, 1891.

## THE MACAO OPTUM FARM.

In commencing last week on the very under-hand way in which the opium farm tenders were dealt with in Macao, we allowed one or two errors of detail to appear, which we are now glad to have pointed out and corrected. In the first place, Messrs. Malcampo & Co. communicated with some of the members of Parliament in Li Hon, not through the Consul, who of course could not make any representations reflecting on the officials of his own Government, but through their business agent in Hongkong, acting simply as a commercial man. It so happens that Messrs. Malcampo's representative in Hongkong is also the Portuguese consul here, but this action taken by him was purely in his private capacity. The Portuguese Government, not having any paid consul in this Colony, entrusts its interests to a business man, who of course has a perfect right to conduct his commercial affairs independently. We are also informed that the amount paid by the old farm syndicate for the new farm (now definitely confirmed) is \$150,000 per annum, against \$120,000 formerly—a decrease of \$30,000 per annum to the revenue, whereas there were other offers, one as high as \$140,000 per annum, which were refused, so that a net loss of \$100,000 in the ten years is incurred.

Other offers, up to \$160,000 per annum could, we are assured, have been obtained had not unusual haste been a marked feature of the proceedings on this occasion.

## A RIDE TO LITTLE TIBET.

BY THE REV. HENRY LANSDELL, D.D., M.R.S., F.R.G.S.

## IV.

## OVER THE MUZART PASS—Continued.

On the morning we left Udenget, our last Kalmuk tent was passed, and the last dilapidated picket north of the mountains. Here we might have spent the night; but Osman was anxious to push on to the very verge of the snow-mountain, which he knew to be before him on the morrow. Accordingly after coming to the foot of the mountain, by a 12-inch pathway whereon my horse had to pick his way very carefully. It seemed at the time the most dangerous thing I had attempted on horseback, the loose stones threatening to slip from the thread-like track, and to precipitate horse and rider into the Muzart below. Presently we came to an affluent of this river, called the Archal-Karachi, and looking up on the left to where it rises, saw a magnificent glacier, shattered by crevasses such as recalled to mind photographs of the Rhone glacier. This glacier is the largest yet known in the northern slope of the Muzart range, and is thought to be connected with the *mur de glace*, to be mentioned hereafter on the southern slope. We had now come 27 miles from the entrance to the defile, to a point where the gorge pinches the walls, massed of the range, and the forest region, ending to the

end, gives place to that of glaciers. Here we clambered to spend the night on a little patch of grass, named Thogmu-su by Osman, who seemed as excited—old soldier that he was—as if on the eve of a battle. Before daybreak he was still, and about his men, waited me to hurry up with the rest. The rain had passed but not all the clouds, and as I peeped out in the cool grey of dawn, we were seen to be approaching some splendid mountains. The view of the south-west was too tempting not to be photographed, even at half-past four, whilst the valleys were still in shadow, and the sunlight lit up only the highest peaks. The central mountain on my camera screen rose up thousands of feet, and snow-capped, whilst at the foot of the picture ran the Muzart through which we waited about 5 o'clock. Presently we arrived at a westerly bend in the gorge where it presents the appearance of an elevated valley or oblong basin into which five glaciers descend. Beyond this point neither trees nor even bushes appear, though during the short summer are seen rank grass and a few kinds of flowers, especially violets. We reached this valley in about an hour and a half, and I could not resist setting up my camera, though in shadow and with only a feeble sun, whereby was obtained however, a capital view, looking east, of a grand peak, called by my men the "White Mountain" and partially snow-covered, with darker peaks below, between two of which descended a glacier, whose foot almost reached to the central expanse of water at the bottom of the basin.

After crossing this valley we continued by a difficult road over precipitous crags, through a region of chaos, where the way is strewn with the bleached skeletons of horses which have succumbed; and where the only beings at all alive, apparently, were the ravens and kites, saluting us with their ominous cries, and longing, no doubt, for the pleasure of picking our bones. The crest of the Pass is saddle-shaped, about a third of a mile in length, and reckoned approximately at 12,000 feet high, its distance from the entrance of the defile being 33 miles. Having passed the crest, we came at half-past ten to a long attenuated mass of ice, called the Durga glacier, with surface extremely uneven and standing up like a miniature range of ice mountains. In a sketch of this glacier, by a Russian named Kludoff, of which I possess a photograph, the artist has delineated therein an enormous table, of rock supported on a pedestal of ice. These ice-tables are well known to Alpine climbers and are formed by the surface of the glacier thawing more slowly under a fallen rock than in uncovered parts. Hence the "leg" is left, but only to thaw flank-wise till the stone falls and begins to aid the formation of a new leg. From a slight eminence about two miles from the highest point of the pass, there is a view of a *mur de glace* across which our route lay. After delay with photographic efforts we presently overtook the baggage animals, picking their way and toiling among ice hummocks, and over crevasses, the horses needing to be helped over special difficulties one by one. Enormous ice waves and piles of debris with broken rocks lying in the most varied positions, presented a picture of terrible disorder, in crossing which nothing looked easier than for one's horse to slide and pitch his rider head foremost into a crevasse, or against an ice hummock. So I dismounted, and thought to pick my way on foot. But this was a change for the worse, since the horse proved the surer footed. I had to remount, side with loose rein, dangling my feet so that at the first sign of a slip I might spring from the saddle. In this fashion we were doing our best to cross the glacier, when, with a great outburst, I caught out to me to look at the baggage horses sliding along an ice cliff, over which one of them had fallen baggage and all. This seemed exciting enough to make one look up, but so difficult was that place of the way I was then creeping over that I dared not allow my attention to be diverted, and in due time we came to the scene of the accident. The horse had gone too close to the edge of a precipice, fortunately not very deep, and without water at the bottom, so that, wonderful to say, it was not killed, nor seriously hurt, as his load happened to be only two chests of bread, and a sack, no serious damage was sustained.

At one o'clock we reached the most trying ordeal of the whole route at a place called Musarbush, where, on the Eastern side of the *mur de glace*, the ice, for a portion of its width, is broken off almost vertically, leaving a cliff from 40 to 50 feet high. On the top had once been a Buddhist monk's abode, a small Chinese fort, to which access was gained from below by steps cut in the ice, whilst provisions, and even horses sometimes, were dragged up by ropes. Down the face of this cliff, according to General Kotenko, who himself penetrated thus far, no European had ever descended. As for ourselves, we found there two or three men who said they had received orders to smooth my way, and had been some hours at work. Just then they were laying boughs across a crevasse, covering them with blocks of ice; and over these, if you please, not only I, but the horses were to pass! Small wonder that one of the beasts fell in, but Osman Bah was again successful in recovering his horse without serious damage.

Needless to say, I dismounted and presently came to the top of the cliff, down the face of which we were invited to scramble. It looked as if blocks of ice and debris had been piled from above, and perhaps the face of the declivity had been to some extent broken away and steps cut here and there, but how to get down, whilst maintaining the perpendicular looked well nigh impossible.

One man however took my hand on either side, and after sliding, stepping, jumping, and all but falling half a dozen times, we arrived at a spot—little less uneven than the rest, where we would survey the route whereby we had descended. "Do you mean to say?" I asked "that the horses have to come down the face?" To which a reply was given me in the affirmative, and I watched curiously to see how it would be accomplished. I do not remember any ropes being attached, but my own horse was taken by one man at his head, whilst another held him back by the tail, and thus steadied, he was made to scramble and slide on legs or haunches as he chose till something like *terra firma* was reached at the bottom of the glacier.

The whole proceeding struck me as the most horribly dangerous piece of progress I had ever witnessed, or probably ever shall witness again, after which by a series of steps I went forward to an agreed meeting place for the night. It was five o'clock before we got clear of the ice, and as they told me that as many as 30 horses are sometimes killed in a month at Muzart pass, it was no small mercy to have got off the glacier with a sound skin, and without loss of cattle. I could write no diary that night, for the horses did not come up and we had to sleep, superfluous, in the open; but my note-book reminded me that it was the only date in my life that could be written with five out of six figures alike, namely, 5-5-1888, and I thought it had been really a day to be remembered. We were still to continue for six days over undescribed ground in the course of which we had some fine views of mountain scenery, notably towards the west, where the local Monarch of the Mountains, known as Khan Tengri, raises his head in lofty grandeur far above the surrounding peaks to an altitude of 24,000 feet, whilst there are plenty of less elevated peaks overtopping Mount Blanc by at least 3,000 feet. My only souvenirs of the Khan Tengri mountains are photographs of two sketches by a Russian artist of two gorges in this group through which flow the upper waters of the rivers Kolka

and Karkara. These streams after pushing their way through extremely rugged rocks of the Tertiary system, make their way, one or both, northward into the Charin, and onwards to the Balkash basin, whilst we had descended into the basin of the Tarim. Passing on, we were received by an escort of Afghans and Andalus who came out to do us honour, and by them were escorted to the house of a native Russian official at Aksu. (To be continued.)

## NOTES FROM CHINESE PAPERS.

A man was going home along a street in the city, the night before last at about ten o'clock, carrying a lighted lantern. Suddenly a man pushed against him, kicked his lantern from his hand, and grabbed his winter hat, escaping at full speed. The robbery was so sudden and so unexpected that it was some time before the man recovered himself and realised what had happened.

Our Peking correspondent writes that the Senchi (Imperial guards) are all in readiness for active service. In case the rebels should achieve any success detachments of the guards will march, at once, to Kupekhwan, Chuvankwan, and elsewhere to wait for further orders to proceed to the scene of action. It is reported that the detachments selected for immediate service composing the first corps, are four camps of 250 men, 2,000 strong, and that the second corps consists of artillery, horse artillery, cavalry and infantry, also 2,000 in number. Rumour says that by a special decree promulgated on the 23rd ult., the Tartar Lieutenant-General K. has been ordered to march with all the Manchurian troops under his command and to defend Kupekhwan, so as to prevent the rebels from making inroads in that neighbourhood.

In the business portion of Ningpo there is a very large and wealthy firm dealing in silk and piece goods. About midnight on the 5th inst. several robbers broke open the door and entered the premises in grand style, with numerous lighted torches and all sorts of weapons. The desperadoes had white turbans on their heads and sandals on their feet. Of course the people in the store were too cowed to offer resistance. For two hours the robbers worked steadily, and everything of value was taken. The strange thing is that there was a camp of Hunan soldiers close by, and a guardhouse of patrolmen not far off, yet all the time the robbers were plundering and carrying off the property, not one of the bravest or a guardian of the peace put in an appearance; and in spite of the fact that the streets were closed by wooden gates, the marauders came and went as if there were no obstructions. In the morning, when the authorities received a report of the occurrence, parties were sent out in pursuit, but no trace of the depredators could be discovered. The *tipoo* got 5,000 blows for his negligence. The same firm was robbed last year but the thieves were never caught.

The following decree was issued on the 11th instant. "A memorial from Yeh Chih-chiao to others reports the entrance of the government troops into Yushuh and victories gained over the insurgents. The band of rebel leaders, banished in Kailashui and the surrounding districts, and we ordered Yeh Chih-chiao to divide his forces both for defensive and offensive operations. He accordingly instructed Colonel Pan Wan-chai to advance against the foe along the Wuhumallang road and to make the attack. On the 29th of the 10th moon Colonel Pan marched into Yushuh and was met by the enemy to the number of over 2,000. An obstinate struggle took place. The rebels fought with desperation, until at last Major Pan's men made a *diver* and attacked the enemy from the rear. For four hours the conflict raged and the insurgents were utterly destroyed, while a quantity of arms and numbers of animals fell into our hands. The rebels stationed in the neighbouring villages, on hearing the news of the battle, came up from all sides. They were promptly engaged by the troops. Several rebel leaders dressed in yellow robes, over red rebels on horseback and on foot, and five chiefs, including the false Prince and false commander, were killed. The government forces after this victory were reunited and marched in one body to dislodge the insurgents who were holding the West Bridge—Sijiao. In the meantime a rebel chieftain, Liu Hwai, with over 1,000 followers, had captured Yeh Pa-shiao in the district of Kien-chong and of the prefectural city, plundering, burning, and committing all sorts of depredations. General Nien Shieh-shen, hearing of this, advanced to the attack on the 3rd inst. He was well seconded by Lieut. Colonel Yeh Yü-piao, and the Government forces, by a double flank movement, attacked the enemy on the right and left simultaneously and quickly routed them. Over 400 of the insurgents fell, including the leader, Liu Hwai, who was killed during the fight. General Nien is now making forced marches to Hubyang against another band of rebels stationed there. The roads in the districts of Pien-chien and Kien-chong are now cleared and are as safe as in former times. The management of the expedition is in every way satisfactory. Let Yeh Chih-chiao order his captains and his troops to follow up their several successful engagements, to be and to surround and exterminate the pests that are now disturbing the peace of our Mongolian subjects. Permit some of the insurgents to escape and cause trouble in future, so that our tributaries and country may enjoy tranquility. Respect this."

## JAPAN NOTES.

Vice-Admiral Nishimura, I. R. N. left for home in the P. M. S. S. *City of Peking*. He has been relieved by Rear-Admiral Tani, who was previously well-known here when in the *Minato*, as also was his brother, formerly in command of the *Haidamack*.

We see by a specimen submitted to subscribers, that Messrs. Milne and Barton have undertaken conjointly a work on "The Great Earthquake of Japan," which will be illustrated with photo plates, and will be a permanent memorial of the occurrence.

Katsuda Seisaku, cashier of the Mitsui Bishi Kaisha, gave himself up to the police on the 22nd inst. and was on his own confession transferred to the Tokyo Local Court. The *Nichi Nichi Shinbun* states that he admits having embezzled 30,000 *yen* of the Company's funds, which he has lost by speculation on the rice market since March last.

## NEW CHWANG.

(FROM OUR OWN CORRESPONDENT.)

Yesterday, the Captain (Hard) and crew left the schooner *Laongweh* which had been ashore seven days on or near the west bank. She was knocked about by the floating ice and sprang a leak. There is not much chance of saving either the vessel or the cargo, as it is next to impossible to get boats for salving purposes. Some of the men were on the *Bar-let* (sloop) days, but all have now crossed. All

kinds of news reach us about the rebellion, the last being that General Tsoo with 4,000 Tientsin soldiers defeated 5,000 rebels under the famous Liama priest, who was taken prisoner. This took place at Sangota (Three Hill Pagoda) about 600 *li* to the N.W. of this port. The insurgents are now said to be making for Shan-hai-kuan, on the way to Peking, but we expect they will find it very difficult to reach the capital, as Shan-hai-kuan is well guarded, and fortified. There is undoubtedly a lot of trouble in the province, and the authorities have enlisted all the coolies that are available. It is to be hoped the wave of rapine and murder will not pass through the foreign settlement, for we have no means whatever of withstanding an attack of any kind. The report was spread that 150 British soldiers were on the way here for our protection, and that 500 soldiers had been sent to Tientsin, but we hardly look for such good luck, as we have not received even an acknowledgment of our petition for help.

The river froze over, and natives crossed to the north side on the 24th instant. The cold weather set in very suddenly and lasted so long that the spell of warmth which usually takes place before the extreme cold begins has not visited us this year.

On 24th that the object of the rebellion is to put the rightful sovereign on the throne. The head of the movement is said to be the Liama priest, taken prisoner by General Tsoo. He is supposed to be 20 years old, and invulnerable. Perhaps if he be made a head shorter, his prestige may be ended.

The north wind, which had been blowing more or less strongly for a fortnight, ceased on Saturday, the 25th, when a light S.W. breeze started and went the thermometer from 29 to 28°. Yesterday it was quite balmy, but today the wind is back to the north and the temperature is getting colder every minute.—M. C. Daily News.

## HONGKONG TEMPERATURE.

(From Messrs. Geo. Falcous & Co.'s Register.)  
Today.

Barometer—P.M.	Thermometer—P.M.	Thermometer—A.M.	Thermometer—Wet bulb.	Thermometer—Wet bulb (dew)	Thermometer—Wet bulb (dew) (dew)
30.01	79.0	78.0	78.0	78.0	78.0
30.02	79.0	78.0	78.0	78.0	78.0
30.03	79.0	78.0	78.0	78.0	78.0
30.04	79.0	78.0	78.0	78.0	78.0
30.05	79.0	78.0	78.0	78.0	78.0
30.06	79.0	78.0	78.0	78.0	78.0
30.07	79.0	78.0	78.0	78.0	78.0
30.08	79.0	78.0	78.0	78.0	78.0
30.09	79.0	78.0	78.0	78.0	78.0
30.10	79.0	78.0	78.0	78.0	78.0
30.11	79.0	78.0	78.0	78.0	78.0
30.12	79.0	78.0	78.0	78.0	78.0
30.13	79.0	78.0	78.0	78.0	78.0
30.14	79.0	78.0	78.0	78.0	78.0
30.15	79.0	78.0	78.0	78.0	78.0
30.16	79.0	78.0	78.0	78.0	78.0
30.17	79.0	78.0	78.0	78.0	78.0
30.18	79.0	78.0	78.0	78.0	78.0
30.19	79.0	78.0	78.0	78.0	78.0
30.20	79.0	78.0	78.0	78.0	78.0
30.21	79.0	78.0	78.0	78.0	78.0
30.22	79.0	78.0	78.0	78.0	78.0
30.23	79.0	78.0	78.0	78.0	78.0
30.24	79.0	78.0	78.0	78.0	78.0
30.25	79.0	78.0	78.0	78.0	78.0
30.26	79.0	78.0	78.0	78.0	78.0
30.27	79.0	78.0	78.0	78.0	78.0
30.28	79.0	78.0	78.0	78.0	78.0
30.29	79.0	78.0	78.0	78.0	78.0
30.30	79.0	78.0	78.0	78.0	78.0

## CHINA COAST METEOROLOGICAL REGISTER.

17th December, 1891.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Direction of Wind.	Force of Wind.	Weather.	Atmos. at Sea.
Wanchow.	30.01	79.0	SE	1	Cloudy.	10.0
Tokio.	30.02	79.0	SE	1	Cloudy.	10.0
Yokohama.	30.03	79.0	SE	1	Cloudy.	10.0
Shanghai.	30.04	79.0	SE	1	Cloudy.	10.0
Amoy.	30.05	79.0	SE	1	Cloudy.	10.0
Swatow.	30.06	79.0	SE	1	Cloudy.	10.0
Amoy.	30.07	79.0	SE	1	Cloudy.	10.0
Swatow.	30.08	79.0	SE	1	Cloudy.	10.0
Amoy.	30.09	79.0	SE	1	Cloudy.	10.0
Swatow.	30.10	79.0	SE	1	Cloudy.	10.0
Amoy.	30.11	79.0	SE	1	Cloudy.	10.0
Swatow.	30.12	79.0	SE	1	Cloudy.	10.0
Amoy.	30.13	79.0	SE	1	Cloudy.	10.0
Swatow.	30.14	79.0	SE	1	Cloudy.	10.0
Amoy.	30.15	79.0	SE	1	Cloudy.	10.0
Swatow.	30.16	79.0	SE	1	Cloudy.	10.0
Amoy.	30.17	79.0	SE	1	Cloudy.	10.0
Swatow.	30.18	79.0	SE	1	Cloudy.	10.0
Amoy.	30.19	79.0	SE	1	Cloudy.	10.0
Swatow.	30.20	79.0	SE	1	Cloudy.	10.0
Amoy.	30.21	79.0	SE	1	Cloudy.	10.0
Swatow.	30.22	79.0	SE	1	Cloudy.	10.0
Amoy.	30.23	79.0	SE	1	Cloudy.	10.0
Swatow.	30.24	79.0	SE	1	Cloudy.	10.0
Amoy.	30.25	79.0	SE	1	Cloudy.	10.0
Swatow.	30.26	79.0	SE	1	Cloudy.	10.0
Amoy.	30.27	79.0	SE	1	Cloudy.	10.0
Swatow.	30.28	79.0	SE	1	Cloudy.	10.0
Amoy.	30.29	79.0	SE	1	Cloudy.	10.0
Swatow.	30.30	79.0	SE	1	Cloudy.	10.0

## 18th December, 1891.—At 10 a.m.

STATION.	Barometer.	Thermometer.	Wind.			
			Direction.	Force.	Weather.	Atmos. at Sea.
Wanchow.	30.01	80	SE	1	Cloudy.	10.0
Tokyo.	30.02	80	SE	1	Cloudy.	10.0
Yokohama.	30.03	80	SE	1	Cloudy.	10.0
Shanghai.	30.04	80	SE	1	Cloudy.	10.0
Amoy.	30.05	80	SE	1	Cloudy.	10.0
Swatow.	30.06	80	SE	1	Cloudy.	10.0
Amoy.	30.07	80	SE	1	Cloudy.	10.0
Swatow.	30.08	80	SE	1	Cloudy.	10.0
Amoy.	30.09	80	SE	1	Cloudy.	10.0
Swatow.	30.10	80	SE	1	Cloudy.	10.0
Amoy.	30.11	80	SE	1	Cloudy.	10.0
Swatow.	30.12	80	SE	1	Cloudy.	10.0
Amoy.	30.13	80	SE	1	Cloudy.	10.0
Swatow.	30.14	80	SE	1	Cloudy.	10.0
Amoy.	30.15	80	SE	1	Cloudy.	10.0
Swatow.	30.16	80	SE	1	Cloudy.	10.0
Amoy.	30.17	80	SE	1	Cloudy.	10.0
Swatow.	30.18	80	SE	1	Cloudy.	10.0
Amoy.	30.19	80	SE	1	Cloudy.	10.0
Swatow.	30.20	80	SE	1	Cloudy.	10.0
Amoy.	30.21	80	SE	1	Cloudy.	10.0
Swatow.	30.22	80	SE	1	Cloudy.	10.0
Amoy.	30.23	80	SE	1	Cloudy.	10.0
Swatow.	30.24	80	SE	1	Cloudy.	10.0
Amoy.	30.25	80	SE	1	Cloudy.	10.0
Swatow.	30.26	80	SE	1	Cloudy.	10.0
Amoy.	30.27	80	SE	1	Cloudy.	10.0
Swatow.	30.28	80	SE	1	Cloudy.	10.0
Amoy.	30.29	80	SE	1	Cloudy.	10.0
Swatow.	30.30	80	SE	1	Cloudy.	10.0
Amoy.	30.31	80	SE	1	Cloudy.	10.0
Swatow.	30.32	80	SE	1	Cloudy.	10.0
Amoy.	30.33	80	SE	1	Cloudy.	10.0
Swatow.	30.34	80	SE	1	Cloudy.	10.0
Amoy.	30.35	80	SE	1	Cloudy.	10.0
Swatow.	30.36	80	SE	1	Cloudy.	10.0
Amoy.	30.37	80	SE	1	Cloudy.	10.0
Swatow.	30.38	80	SE	1	Cloudy.	10.0
Amoy.	30.39	80	SE	1	Cloudy.	10.0
Swatow.	30.40	80	SE	1	Cloudy.	10.0
Amoy.	30.41	80	SE	1	Cloudy.	10.0
Swatow.	30.42	80	SE	1	Cloudy.	10.0
Amoy.	30.43	80	SE	1	Cloudy.	10.0
Swatow.	30.44	80	SE	1	Cloudy.	10.0
Amoy.	30.45	80	SE	1	Cloudy.	10.0
Swatow.	30.46	80	SE	1	Cloudy.	10.0
Amoy.	30.47	80	SE	1	Cloudy.	10.0
Swatow.	30.48	80	SE	1	Cloudy.	10.0
Amoy.	30.49	80	SE	1	Cloudy.	10.0
Swatow.	30.50	80	SE	1	Cloudy.	10.0
Amoy.	30.51	80	SE	1	Cloudy.	10.0
Swatow.	30.52	80	SE	1	Cloudy.	10.0
Amoy.	30.53	80	SE	1	Cloudy.	10.0
Swatow.	30.54	80	SE	1	Cloudy.	10.0
Amoy.	30.55	80	SE	1	Cloudy.	10.0
Swatow.	30.56	80	SE	1	Cloudy.	10.0
Amoy.	30.57	80	SE	1	Cloudy.	10.0
Swatow.	30.58	80	SE	1	Cloudy.	10.0
Amoy.	30.59	80	SE	1	Cloudy.	10.0
Swatow.	30.60	80	SE	1	Cloudy.	10.0
Amoy.	30.61	80	SE	1	Cloudy.	10.0
Swatow.	30.62	80	SE	1	Cloudy.	10.0
Amoy.	30.63	80	SE	1	Cloudy.	10.0
Swatow.	30.64	80	SE	1	Cloudy.	10.0
Amoy.	30.65	80	SE	1	Cloudy.	10.0
Swatow.	30.66	80	SE	1	Cloudy.	10.0
Amoy.	30.67	80	SE	1	Cloudy.	10.0
Swatow.	30.68	80	SE	1	Cloudy.	10.0
Amoy.	30.69	80	SE	1	Cloudy.	10.0
Swatow.	30.70	80	SE	1	Cloudy.	10.0
Amoy.	30.71	80	SE	1	Cloudy.	10.0
Swatow.	30.72	80	SE	1	Cloudy.	10.0
Amoy.	30.73	80	SE	1	Cloudy.	10.0
Swatow.	30.74	80	SE	1	Cloudy.	10.0
Amoy.	30.75	80	SE	1	Cloudy.	10.0
Swatow.	30.76	80	SE	1	Cloudy.	10.0
Amoy.	30.77	80	SE	1	Cloudy.	10.0
Swatow.	30.78	80	SE	1	Cloudy.	10.0
Amoy.	30.79	80	SE	1	Cloudy.	10.0
Swatow.	30.80	80	SE	1	Cloudy.	10.0
Amoy.	30.81	80	SE	1	Cloudy.	10.0
Swatow.	30.82	80	SE	1	Cloudy.	10.0
Amoy.	30.83	80	SE	1	Cloudy.	10.0
Swatow.	30.84	80	SE	1	Cloudy.	10.0
Amoy.	30.85	80	SE	1	Cloudy.	10.0
Swatow.	30.86	80	SE	1	Cloudy.	10.0
Amoy.	30.87	80	SE	1	Cloudy.	10.0
Swatow.	30.88	80	SE	1	Cloudy.	10.0
Amoy.	30.89	80	SE	1	Cloudy.	10.0
Swatow.	30.90	80	SE	1	Cloudy.	10.0
Amoy.	30.91	80	SE	1	Cloudy.	10.0
Swatow.	30.92	80	SE	1	Cloudy.	10.0
Amoy.	30.93	80	SE	1	Cloudy.	10.0
Swatow.	30.94	80	SE	1	Cloudy.	10.0
Amoy.	30.95	80	SE	1	Cloudy.	10.0
Swatow.	30.96	80	SE	1	Cloudy.	10.0
Amoy.	30.97	80	SE	1	Cloudy.	10.0
Swatow.	30.98	80	SE	1	Cloudy.	10.0
Amoy.	30.99	80	SE	1	Cloudy.	10.0
Swatow.	31.00	80	SE	1	Cloudy.	10.0



## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Gaelic, Thursday 19th Dec.  
Belgic, Saturday 21st Jan., 1892.  
Oceania (via Honolulu), Tuesday 16th Feb.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 19th inst., at 3 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
From Hongkong, First-class.  
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$225.00  
To Liverpool and London, \$245.00  
To Paris and Bremen, \$245.00  
To Havre and Hamburg, \$245.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months, \$337.50  
12 months, \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those travelling from China and Japan to Europe.

All PARCEL PACKAGES should be marked, addressed in full, and name will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 73, Queen's Road Central.

J. S. VAN BUREN, Agent.  
Hongkong, 6th December, 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.  
PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).  
Empress of Japan, Tuesday, Jan. 5th.  
Empress of China, Tuesday, Feb. 2nd.  
Empress of India, Tuesday, Mar. 2nd.

THE "EMPERESS OF JAPAN," 5500 tons, Captain Geo. A. Lee, R.N.R., sailing at 10 A.M. on TUESDAY, the 5th inst., with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, First Class.

TO	Prepaid return.	Prepaid return.
Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Banff, Calgary, Albia, Winnipeg, Man.	725	325 398
To Minneapolis, St. Paul, Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo.	275	415 482
Milwaukee, Wis., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa.	285	445 517
Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool, via Liverpool and London, via Liverpool and London.	305	455 534
Don't via Liverpool and London, via Liverpool and London, via Liverpool and London.	325	475 556
Bremen, Hamburg.	345	

2nd class steamer and 1st class, 3rd class, 4th class, and 5th class Steamer and Rates to other places, quoted on application.

The Steamers call at Victoria to load and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

For further information as to Passage of Freight apply to  
DODWELL, CARILL & Co., Agents.  
Hongkong, 6th December, 1891.

## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING AT  
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.  
City of Rio de Janeiro, Saturday 19th Dec.  
(via Honolulu), Tuesday 16th Jan.  
City of Peking, Thursday 4th Feb.

THE U. S. Mail Steamship  
"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA and HONOLULU on SATURDAY, the 19th Dec., at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.  
From Hongkong, First-class.  
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$225.00  
To Liverpool and London, \$245.00  
To Paris and Bremen, \$245.00  
To Havre and Hamburg, \$245.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months, \$337.50  
12 months, \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those travelling from China and Japan to Europe.

All PARCEL PACKAGES should be marked, addressed in full, and name will be received at the Company's Office until 5 P.M. the day previous to sailing.

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J. S. VAN BUREN, Agent.  
Hongkong, 6th December, 1891.

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RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, First Class.

TO	Prepaid return.	Prepaid return.
Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Banff, Calgary, Albia, Winnipeg, Man.	725	325 398
To Minneapolis, St. Paul, Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo.	275	415 482
Milwaukee, Wis., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa.	285	445 517
Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool, via Liverpool and London, via Liverpool and London.	305	455 534
Don't via Liverpool and London, via Liverpool and London, via Liverpool and London.	325	475 556
Bremen, Hamburg.	345	

2nd class steamer and 1st class, 3rd class, 4th class, and 5th class Steamer and Rates to other places, quoted on application.

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For further information as to Passage of Freight apply to  
DODWELL, CARILL & Co., Agents.  
Hongkong, 6th December, 1891.

THE HONGKONG TELEGRAPH, FRIDAY, DECEMBER 18, 1891.

## STEAMERS EXPECTED IN HONGKONG.

STEAMER	FROM	DATE DUE	AGENTS
Beagle	London	Dec. 18th	Gibb, Livingston & Co.
Glenfinnan	Singapore	Dec. 20th	Jardine, Matheson & Co.
Portland	Singapore	Dec. 21st	Dodwell, Carill & Co.
London	Singapore	Dec. 21st	Sloman & Co.
Portland	Singapore	Dec. 21st	P. & O. S. N. Co.
London	Singapore	Dec. 22nd	Jardine, Matheson & Co.
Portland	Singapore	Dec. 23rd	O. & O. S. S. Co.
London	Singapore	Dec. 24th	P. & O. S. N. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
London, via Suez Canal	Pekin	P. & O. S. N. Co.	Dec. 24th, at noon.
London, via Suez Canal	Glenfinnan	Jardine, Matheson & Co.	Dec. 21st, at 4 p.m.
London, via Suez Canal	Portland	Sloman & Co.	Dec. 21st, at noon.
London, via Suez Canal	Portland	P. & O. S. N. Co.	Dec. 21st, at 3 p.m.
London, via Suez Canal	Portland	Jardine, Matheson & Co.	Dec. 22nd, at noon.
London, via Suez Canal	Portland	O. & O. S. S. Co.	Dec. 23rd, at noon.
London, via Suez Canal	Portland	P. & O. S. N. Co.	Dec. 24th, at noon.
London, via Suez Canal	Portland	Jardine, Matheson & Co.	Dec. 25th, at daylight.
London, via Suez Canal	Portland	Dodwell, Carill & Co.	About Dec. 24th.
London, via Suez Canal	Portland	Sloman & Co.	About Dec. 24th.
London, via Suez Canal	Portland	Jardine, Matheson & Co.	Dec. 21st, at 4 p.m.
London, via Suez Canal	Portland	A. R. Martz	Dec. 21st, at daylight.
London, via Suez Canal	Portland	A. R. Martz	Dec. 21st, at daylight.
London, via Suez Canal	Portland	Douglas Laing & Co.	Dec. 21st, at daylight.

## Intimations.

CARMICHAEL & CO., LD.  
WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,  
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

CHRISTMAS DESSERT.  
FINEST MUSCATEL TABLE RAISINS, FINEST JORDAN ALMONDS, TURKEY  
AND ELEPHANT FIGS, CHOCOLATE CREAMS, BOMBONS AND FANCY SWEETS,  
CANDIED FRUITS, BUTTER SCOTCH, EVERETT TOFFEE AND RUSSIAN TOFFEE,  
BUDDING RAISINS, CURRANTS, CANDIED PEELS, ORANGE, LEMON, CITRON AND  
MIXED. Special XMAS-GIFT—Assorted Case One Dozen WINES AND SPIRITS 1/10.  
CARMICHAEL & CO., LTD.  
18, Praya Central, Hongkong.  
[1168]

Hongkong, 17th December, 1891.

## W. POWELL &amp; CO.

SPECIAL SHOW  
OF  
CHRISTMAS NOVELTIES  
SUITABLE FOR  
USEFUL AND ORNAMENTAL PRESENTS.  
W. POWELL & CO.  
Hongkong, 17th December, 1891.

## KELLY &amp; WALSH, LD.

ARE NOW SHOWING THEIR STOCK  
OF  
FANCY AND LEATHER GOODS.  
SUITABLE FOR  
CHRISTMAS PRESENTS.  
KELLY & WALSH, LIMITED.  
QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 12th December, 1891.

## ROBERT LANG &amp; CO.

DRESS SUITS.  
NEWEST MATERIALS, FROM 3/60, SILK LINED.  
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.  
EVENING DRESS SUITS, latest style.  
EVENING DRESS TIES AND GLOVES.  
EVENING DRESS HOSE, SILK, THREAD, AND MERINO.  
EVENING DRESS SHOES AND PUMPS.  
Hongkong, 27th November, 1891.

## CRUICKSHANK &amp; CO., LD.

FAMILY AND DISPENSING CHEMISTS,  
AND  
Commission Agents.  
RESPECTFULLY INVITE INSPECTION OF THEIR VARIED STOCK OF  
CHOCOLATES, SHORTBREAD, TOFFIES, &c.  
SCOTCH HEATHER HONEY, &c.  
OUR SPECIAL LIQUEUR WHISKY  
BRANDY, BEAUTELEAU'S \*\*\*  
ALE BASS' Read Bros., Bull's Head.  
STOUT GUINNESS' Read Bros., Bull's Head.  
Hongkong, 5th December, 1891.

## HONGKONG TIMBER YARD, WANCHAI.

CHINA PINE STAMPS AND LUMBER  
Always on hand.  
T. MALLORY.  
Hongkong, 4th Jan., 1892.

## NOTICE.

JAY'S SANITARY COMPOUNDS  
COMPANY, LIMITED.  
JAY'S WOOD PRESERVER OR  
ANTISEPTIC PAINT.  
THE Underigned, have this day been  
appointed SOLE AGENTS for the sale  
of these PERFECT DISINFECTANTS, and  
are prepared to supply quantities to suit  
purchasers at Wholesale Prices. Extra Special  
Terms for Shipping and Large Orders.  
Mr. ROBERT LAWRENCE, C.B., C.E., Chief  
Secretary, Engineers' Local Government Board,  
London, W.C.  
"The best disinfectant in use."  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 19th Jan., 1892.

## A. S. WATSON &amp; CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.  
NOTICE is hereby given that all AERATED  
WATER BOTTLES and SYPHONS  
bearing the Company's Name and Trade Mark  
are its property solely, and that any Manufacture  
using the same or any Person or Persons  
other than the Customers of the Firm found in  
possession of the same will be proceeded against  
as the law directs.  
A. H. MANCILL,  
Secretary.  
Hongkong, 18th August, 1891. [1122]

## CHS. J. GAUFF &amp; CO.

CHRONOMETER, WATCH, AND CLOCK-  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for "Lod's" Anderson's Watches  
awarded the highest Prize at every Exhibition  
and for "Vulcanizer and Gold's"  
CELEBRATED OPERA GLASSES.  
MARINE GLASSES AND SPYGLASSES.  
No. 4, Queen's Road Central.

## For Sale.

INTIMATION.  
F. Blackhead & Co.,  
SHIP-CHANDLERS, SAIL-MAKERS,  
and PROVISION MERCHANTS.  
NAVY CONTRACTORS, &  
GENERAL COMMISSION AGENTS,  
No. 11, Praya Central,  
(Opposite Piddar's Wharf).

SOLE AGENT FOR  
RAHTY'S GENUINE COMPOSITION,  
FOR  
THE BOTTOMS OF IRON SHIPS.  
HARTMAN'S GREY PAINT, specially manu-  
factured for coating the inside of STEEL SHIPS.  
SPECIALLY SELECTED.  
EX PRIME PORK AND BEEF in Barrels.  
Also  
AMERICAN PRIME SUGAR-CURED  
HAMS AND BACON.  
CHR. MOTZ & Co., BORDEAUX CLARET,  
CEMENT from the celebrated Factory of Hem-  
mion.

FLensburg STOCK BEER,  
ENGINEERS' AND BLACKSMITHS'  
MACHINERY AND TOOLS.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES,  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
ALL KINDS OF COALS  
SUPPLIED AT THE SHORTEST NOTICE.

Das Coteaux and its finest old BRANDY,  
COGNAC, 4 Stars, selected expressly for  
F. B. & Co., Sole Agents.

SOLE AGENTS  
FOR CHINA AND JAPAN  
FOR THE  
TULE LIFE PRESERVER  
AND RAFT.  
Manufactured by the  
LEUDIC TULE IMPROVEMENT  
COMPANY,  
SAN FRANCISCO, CAL.  
Hongkong, 10th November, 1891. [1132]

G. FALCONER & CO.  
WATCH AND CHRONOMETER MANU-  
FACTURERS AND JEWELLERS.  
NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS.  
No. 12, Queen's Road Central. [1162]

FOR SALE.  
THE ENGINES AND BOILER OF THE  
CHINESE GUNBOAT "CHOP-CHUING."  
THE Engines of the Chop-chuung were con-  
structed by Messrs. INGLIS & Co., of  
Wanchai, and are of the Compound Inverted  
Cylinder Direct-Acting Surface Condensing type,  
cylinders 20 1/2 and 38" dia., with a stroke of 26".  
The crank shaft is 6 1/2" dia. at the crank pin and  
7" dia. at the journals. The H.P. Piston Rod is  
3" and the L.P. 3 1/2" dia. The Piston and Com-  
pounding Rod bolts are 2" dia. Air Pump 1 1/2"  
dia. by 14 stroke, Single Acting, Circulating  
Pump 8" dia. by 13" stroke, and Double Acting  
Feed and Bilge Pump (one each) 3" dia. by 13"  
stroke.  
These Engines have been very little used and  
are in thoroughly good order.  
The Boiler is of the Horizontal Multitubular  
type, with three Furnaces and vertical Dome on  
top. Its dia. is 10 ft. 6" by 10" long, external  
measurements; Furnaces, 2 ft. 7" dia.; Dome,  
44" dia. by 4 ft. high; Tubes, 1 1/2" in number by  
3" ex. dia. It is in fairly good condition, having  
recently undergone considerable repairs, and  
would last in active service for over five years.  
For Further Particulars, Apply to  
GORDON & Co.,  
Auctioneers.  
Hongkong, 26th August, 1891. [1172]

FOR SALE.  
THE HONGKONG DIRECTORY, Published  
at the Office of the Hongkong Telegraph, is  
the best and most complete work of the kind  
ever published in the FAR EAST. The Directory  
contains all the latest and most reliable infor-  
mation concerning China, Japan and all the other  
Countries in the East.  
PRICE ..... \$2.00  
To be obtained from all Booksellers in China  
and Japan.  
Hongkong, 2nd March, 1891.

FOR SALE.  
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